number being given to the Softs. The Softs are the Pres-Sollers of 1848—nothing but renegades, who went of with Gov. Marcy. [Laughter.]

Mr. SMITH resumed.—He supposed the Administration and Gen Pierce would not deem it much of a coin pliment to say that Mr. Marcy is a renegade. He wished the House to know that Mr. Marcy is no favorite of his, but he would say the President daplayed grost segacity when he placed Mr. Marcy at the head of the Cabinet. He hoped some gentlemen from New York would reply to Mr. Cutting. He wanted to see an interesting time, even if it should be a Kilkenny cat fight. The first agitstion of the gentleman was about the spoils, and the next step was in a public capacity. It was seen at the beginning of the meles in New York, and became firece on the removal of Mr. Bronson. The gentleman introduced the resolution here, extraordinary in its character, to investigate the causes of the removal of Mr. Bronson. The momination depends on the President, without the solemn forms required by the Constitution! He asked the gentleman how he expected to pass kis resolution, except by coalition between the extremes of his own party, the Hards and the Whigs! This was the first coalition formed in this Congress, and by a gentleman, too, who announces all coalitions as corrupt.

Mr. EWING inquired whether the gentleman himself was not elected to Congress by a coalition.

Mr. SMITH replied—No! and that he whipped both parties. He further replied to Mr. Cutting, saying that the house broke the New York coalition by their withdrawal from the late Convention after nominations had been made. The gentleman had mistaken the South if he expected them to exter with him in a war against the Administration. They may respond to his musical tones in expression of love for that section, but when he attempted to beat down the Administration, he wouldgind Southern sympathy as cold as Northern icebergs.

Mr. Smith's hour having expired, Mr. PERKINS obtained the Goot.

Mr. Smith's hour having expired, Mr. PERKINS obtained

2 ained the floor.

Mr. 8M1TH asked him to yield the floor ten minutes,

Mr. SMITH asked man of the man between the mild be could finish his speech.

Mr. BAYLY considering the gentleman had yesterday and to day occupied an unusual time, objected.

Mr. SMITH said he was very much obliged to the gen-

tleman.
The CHAIRMAN remarked—The gentleman cannot pro-Mr. SMITH-You have lost the cream of it; you had

The Committee rese.

Mr. JONES (Term.) moved that the debate of the Deficiency bill shall cease in one hour, after again going into

Pending which, the House adjourned.

THE RAILROAD TROUBLES AT ERIE. ALBANY, Wednesday, Jan. 18, 1854.

A letter from Senator Chase dated Washington, 11th inst, appears in The Cine unati Gazette of Tuesday last.

"Having been informed of the rescue by a mob from the custody of the Marshal of several rioters, I called with Mr. Wade on the President, to ascertain what course would be adopted in case the rioters should persevere in their resistance to federal process. The President said he should act with decision whenever a proper case for the intervention of Government was presented, but as yet the necessary evidence of obstruction to laws by a combination too powerful to be suppressed by ordinary judicial proceedings, or by the Marshal, had not been submitted, The Secretary of War expressed the same views."

OPENING OF THE GREAT WESTERN RAIL—ROAD—BANQUET AT DETROIT.

DETROIT, Wednesday, Jan. 18, 1854.

We did not arrive as early from the East as we expected.
We reached here, twelve cars full, at 6 o'clock. The entire business part of the city was illuminated, cannon were firing, and great enthusiasm prevailed. Two thousand people were at the dinner. The room was most splendidly decorated, and bands discoursed eloquent music. The Mayor of Detroit presided. It was a sumptuous repast.

The first regular toast was "The President of the United "States," to which Judge Wilkins of Detroit, replied in a most splendid and eloquent speech.

Second toast: "Queen Victoria," to which Col. Pierce, of Windsor, responsed with point and power.

Third regular toast: "The Governor of Michigan." No response.

esponse. Fourth regular toast: "The Governor General of Cana-

"da." No response.

There were voluntary toasts, in great numbers, complimentary to the improvements of the day, and the men concerned therein. The speeches were made by Mr. Harris, the President of the Great Western Railroad, and Mr. Yandyke.

Vandyke.

Mr. Brydges Manning, a Director and Editor, from Chicago, gave the following:

Brie-Associated illustration of the supposed impossibility of swallowing itself.

Three sepalehral groans, with visual contortions, and the "Rogoe's March," greeted it.

There were about fifty representatives of the press. I is a grand era in the history of the City of the Straits, and the Great Western is a splendid road-228 miles long. Regular trains commence running on Monday next. Excursion trains leave at 12 o'clock for the Hamilton Banquet.

DESTUCTIVE FIRE AT OAKDALE, MASS.

WORCESTER, Wednesday, Jan. 18, 1854.

The factory of L. M. Harris & Co., at Oakdale, was destroyed by fire this morning. Loss, about \$10,000, one-half of which is insured in Worcester and Pittsfield.

THE MASSACHUSETTS WEBSTER ASSOCIATION. THE MASSACHUSETTS WEBSTER ASSOCIATION.

Boston, Wednesday, Jan. 18, 1854.

The Massachusetts Webster Association celebrated the anniversary of his birthday by a banquet at the Revere House this evening. About 150 gentlemen were present, the Hon. Marshall P. Wilder presiding. Speeches were made by Mr. Plunkett, the Lieut. Governor, Mayor Smith, the Hon. John P. Healy, the Hon. G. W. Warsen, A.

the Hon. John P. Healy, the Hon. G. W. Warren of Charlestown, and others. Letters were read from Messrs. Cass and Dickinson. The Association has been organized since Mr. Webster's death. The Hon. Edward Everett is the president, and Rafus Choate, George Ashmun and Geo. T. Curtis are among its vice presidents.

MAINE LAW PROSPECTS IN ALBANY. Correspondence of The N. Y. Tribane. ALBANY, Wednesday, Jan. 18, 1854.

I understand that the minority of the Assembly Select Committee on so much of the Governor's message as relates to Intemperance, expect to be able to make their report on Monday next. The subject is under the special or der for Wednesday next. The two members of the minority, (Mesars. Dewey and Odell,) are hard at work upon a report, the points of which are subjected to legal advice. I am informed that they propose to repeal the present Li cense Law, and bring in a new one, fixing the minimum of fine very high, and making the imprisonment of longer dupation. It appears that Mr. N. B. Blunt, District-Attorney of New York, is of opinion that the Prohibitory Law cannot be carried out in your City; that it will require fifteen" District Attorneys and nearly as many Justices' Courts to do the business which would originate under such a law. The friends of the Prohibition Law, as reported by the majority, are sanguine of its passage. It is said that the Senate stands about half in favor of putting a Maine Law through; nearly one half deadly opposed to it, and the re-mainder on the fence. They would like a provision of Submission to the People, but when the voting comes, they will stand up like men and vote for the law. Mr. Dickinson, I understand, is placed in the latter category. Æsor.

\* That depends a good deal on what they imbibe. One thorough \* That depends a good deal on what they immed the other sort wouldn't.

[Ed. Trib.

DOINGS IN THE LEGISLATURE.

From Our Own Reporter.
At Bany, Wednesday, Jan. 18, 1854. The Controller, in answer to the following resolution of the Senate, this morning transmitted the annexed communication :

In Senate, Jan. 17, 1854-

In Senste, Jan. 17, 1854—
Reielred. That the Controller report forthwith to the Senate the corporate names of all the Fire Insurance Courpanies which have filed in his office their Declaration and copy of proposed Charter, since the resuspe of the act entitled an Act to provide for the incorporation of Fire Insurance Companies, passed June 25, 1853. Also, that he report the capital stock of each, and their respective places of business, as indicated in such Declaration.

COMPANIE AMES OF THE INSURANCE COMPANIES, CAPITAL STOCK, AND FLACES OF SUSINESS.

The Beckman Fire Insurance Company, \$290,000, City of New-York.

York.
The Arctic Fire Insurance Company, \$250,000, City of New-York.
The Commonwealth Fire Insurance Company, \$250,000, City of New-York.
New-York.

Kew-York.

Excelsion Fire Insurance Company, \$200,000, City of New-York.

Harmony Fire Insurance Company, \$15,000, City of New-York.

The Star Insurance Company, \$150,000, Ogdensburgh, St. Law
star Co.

Tence Co.
The Rutgers Fire Insurance Company, \$2:0,000, City of New-York.
The St. Mark's Fire Insurance Company, \$150,000, City of New-

The St. Mark's Fire Insurance Company, \$150,003, City of New-York.

CORPORATE NAMES OF FOREIGN FIRE INSURANCE COMPANIES, CAPITAL SYOCK, LOCATION AND PLACES OF SUSINESS BY AGENTS.

Eins Insurance Company, \$50,000, [Hartford, Com. Agents—Alberty, and other places.

Hamilton Mutual Insurance Company, \$24,600, Salom, Mass. Agents—Tree, and other places.

Western Massachusetts Insurance Company, \$150,000, Pittsford, Mass. Agents—Utles, and other places.

Virginia Fire and Marine Insurance Company, \$200,000, Rick-inced, Va. Agents—City of New-York.

Bate Mutual Fire and Marine Insurance Company, \$200,000, Rick-inced, Va. Agents—City of New-York.

Hartford City Fire Insurance Company, \$100,000, Hartford, Cenn. Agents—Treey, New-Iork, and other places.

Monarch Fire and Life Insurance Company, \$200,000, London, Orres Belson. Agents—City of New-York.

mend, Va. Agents—City of New-York.

Brate Mutual Fire and Marine Louizance Company, \$301,544, Harrisburg, Pa. Agents—City of New-York.

Hartford City Fire Incurance Company, \$100,008, Hartford, Cenu.

Agents—Troy, New-York, and other places.

Menarch Fire and Life Incurrance Company, £200,009, London,
Creat Rrinain. Agents—City of New-York.

By the rule of the Senate adopted last week, Wednesday.

ward it. Yesterday it was ordered to a third reading without a dissenting voice; but I understand that has night and this morning there was an ordered weighty influence brought to bear signizes it, which has evalued itself inside the circle this morning in a rather warm debate. In favor of the bill it was urged that at present the keys of very private cruderies are constantly in market for the bids of the medical faculty. The friends of the bid claim that there are enough votes pledged to pass it.

The bill finally passed by the following vote:

Avre-Marre, Barnard, barr, makely branked, fireday, Butts, W. Gark, Dannian, Dickinson, Hikkowsk, Hornaled, fireday, Butts, W. Gark, Dannian, Dickinson, Hikkowsk, Hornaled, fireday, Butts, W. Gark, Dannian, Barnard, barr, makely branked, fireday, Butts, W. Gark, Dannian, Sheber, W. Walk, F. Watting Whiting, You: J. News-Mears Bishep M. H. Chara, Z. Chark, Darrance, Haisey, Larsin, Namuse, Richenson, Williams-J.

Art. Dayrowth, from the Committee on Retrenchment, reported the following bill to the Senate this morning:

Ah Active of the State of New York, represented to desate and Assessing and male that other execute by the people.

The relative to the auditor of the Canal Department shall be reader be cheesed by the people of the State, and allows resisted and Assessing and male that other executes by the people.

The relative to the Auditor of the Canal Department shall be reader be cheesed by the people of the State, and allows resisted and Assessing the cheese of the day of the Canal Department shall hereafter be cheesed by the people of the State, and allows resisted and Assessing the cheese are dependently of the Canal Department shall be reader the cheesed by the people of the State, and allows resisted and Assessing the cheese and chees

bereby repeated.

SEU 5. Section 15 of Chapter 162 of the Issue of 1843 is hereby magentied.

SEU 5. Section 15 of Chapter 162 of the Issue of 1843 is hereby mineured so as to read as follows: The said Auditor shall designate one of the Clerk's a sating Auditor who may in case of his absence or sichness of the Auditor perform any of the audit is except the drawing of segments on the Treasury and the said ing of accounts.

SEC 6 This act shall take encet immediately.

Reported to the Consenter.

The Regents of the University sent in to the Senate this morning, their seventh annual report on the condition of the State Cabinet of Natural History.

They represent that the additions made to the State Cabinet during the past year, has been numerous and valuable. The Committee having the matter in charge, have endeavored, gradually, to supply the deficiencies which existed, as published in their catalogue of contonts.

A few mammalia and birds have been furnished by the authorized Collector, and also some by donation, but these departments were comparatively complete before. Dr. Green, of Cortland Co., presented a plaster cast of one of the molar teeth of the American elephant.

the molar teeth of the American elephant.

The collection of Fishes and Reptiles had heretofore been imperied, and advantage has the past year been taken or a liberal offer from the Smithsonian Institute.

taken of a liberal effer from the Smithsonian Institute, by means of which specimens of those native to our own state have been obtained. The number thus purchased was 65 fishes and 36 reptiles.

Prof. S. F. Baird has forwarded, by request, a monograph of the serpents found in this State.

I'r. Chas. Martin of the U. S. Navy has been a most liberal donor. The large number of shells given by him and obtained from distant localities, comprise many rare and valuable specimens.

Dr. Franklin B. Hough has furnished some specimens to the Botanical collection, which is now the most complete in the cabinet.

plete in the cabinet.

In consequence of the death of Mr. Marsh, of Massachu setts, his museum, containing many of these retts, his museum, containing many of those remarkable impressions on stone, which are deemed to be the foot-tracks of quadrupeds and birds, was offered for sale. These were purchased for the Cabinet, as were also some fossil fishes.

fishes.

For probably the most curious single specimen presented, the Regents are indebted to Mr. Vattemare. It consists of the rock called microcous gneiss, perforated by the small shell fish Pholas Dactylus. Mr. Calliand, a French

of the rock called microcous gueiss, periorated by the small shell fish Pholas Dactylas. Mr. Calliand, a French Naturalist, the discoverer, is the donor.

The additions in the Department of Mineralogy are interesting. At the sale of Mr. Marsh's effects a large number of the quartz-c, ystals of Herkimer County, and which locality is in a degree exhausted, were secured. From Orange and Ulster Counties in considerable number have been obtained. Some have been discovered subsequent to the publication of the "Mineralogy" of New York, and others are better specimens than now in the Cabinet.

Prof. Geo. H. Cook, late of the Albany Academy, and now of Rutger's College, who lately made a visit to England. France, Holland and Belgium, inspecting the salt works of those countries, brought home with him many specimens of rock salt, and also of the manufactured article, and a full series, both foreign and domestic, amounting to 114 in number, has been presented by him to the Cabinet. To increase the interest and value of this gift, he has communicated, in connection with it, a paper containing an analysis of nearly each one of these kinds.

To the Historical and Antiquarian collection, Mr. W. C. Bryant, of Albien, Orleans Co., has presented some 40 exceivers of Leding clies. Bryant, of Albien, Orleans Co., has presented some 40 specimens of Indian relics.

A collection of Indian remains, amounting to several hundred, from the Valley of the Connecticut, has been

Purchased.

Mr. Munkoz introduced a resolution in the Senate this

Mr. Mcshoz introduced a resolution in the Senate this morning as follows:

Recleved, (If the Assembly concur.) That hereafter all official duties of the Canal Officers of the State shall case on Sundays between the hours of S.A. M. and 6 P. M.

Lies on the table under the rule.

The Committee to examine the accounts of the several State Departments, sent into the House this morning their report. The Committee make serious charges against the manner in which business has been done in the office of the Controller and Canal Auditor. It appears that extravagant prices have been paid by many of the Saperiateadents, for work done and materials furnished. They report that "they find that prices paid for foreman's labor and "for materials of almost every kind, have been at rates "considerably higher on the first section of the canal than "on any other in the State." This is the section on which Mr. Waterman was the Superintendent, and you will recollect one of the articles of impeachment against Mr. Mather, was for the extravagant price paid for timber to be used on this portion of the canal.

They charge that in many instances vouchers are signed by Germans, whose names cannot be deciphered.

That many are signed by parties who made their mark, and the name of no witness is attached.

That many superintendents furnish their own teams, and charge the State large prices for their use.

That many furnish materials themselves, and charge exorbitant prices.

They that fault with the Auditor for admitting accounts

orbitant prices.

They find fault with the Auditor for admitting accounts of this character.

The Committee remark "generally they find great discrete panels of the Committee remark "generally they find great discrete panels of the top of the prices panels for materials. While on "some sections they have been found to be at very fair "rates, on others in close proximity, and without any assignable cause they have seemed to the Committee extrawagantly high: so striking indeed has been the construction in the second trast in several instances that they find it impossible to reconcile them upon any principle of equity and fair "dealing."

dealing."
The Committee say "they have carefully examined all the accounts of Collectors, and find in the account of Thomas Carlin, Collector at New York, an unliquidated balance against him amounting to \$844-40."
The bill to extend the jurisdiction of the Kings County ourt of Sessions passed the House this morning.
As also the following:

As also the following: Relative to Jurors in the City of New York. To amend the Charter of the Chamber of Commerce

MARINE AFFAIRS.

THE SHIP CHAUNCEY JEROME, JR -THE WRECK-NO MURDER-THE COAST.

From Our Special Reporter. Long Branch, N. J., Wednesday, Jan. 18, 1854. I arrived at Red Bank on Tuesday last, by the steam beat Abel Price, Capt. Haggerty, at about 1 o'clock, P. M. By means of a carriage, I reached here about 3 o clock, P. M. The road led through about seven miles of a flat and sandy farming country, interspersed with immense pits of blue and yellow marl. The soil is naturally poor and unproductive, but by the application of the two kinds of marl is rendered fruitful, and large quantities of potatoes are raised upon it for the New York market.

Long Branch is a pretty village, of about 600 inhabit-ants, and lies about a mile back of Long Beach, and two miles and a half below Squan Beach. The village contains two fine churches and several stores and hotels. The inhabitants depend for a subsistence mainly upon farming and fishing, and occasionally wrecking. During the summer season .this locality is a noted retreat of the dust-covered and sun dried denizens of the city, who come here to court the cool breezes of the ocean, and lave in the surf that endlessly rolls in from Atlantic. But as the main object of my coming here is yet to be achieved, I must hasten

to relate the facts which I have gleaned. The ship Chauncey Jerome, which came ashore on Long Beach on Thursday morning last, was a staunch vessel of 1,200 tune, and built at East Haddam. Conn., in 1852. She is owned in part by Captain Cone, Messrs, Eagle & Hazzard, of New York, and Chauncey Jerome, the famous clock maker, J. C. Palmer, and others in Connecticut. She as constructed for the Liverpool trade, but, previous to this last trip, had sailed between Mobile and Havre. She sailed from Liverpool for New York on the 3d of December last with 50 passengers and a general cargo. It was extremely fortunate that her usual complement-700 passengers-were not on board this time, as will be subsequently From the time of sailing, up to her reaching the Banks, she experienced very favorable weather, when she encountered a series of heavy gales from the west, which detained her to the westward of the Banks for twenty days, carried away some of her sails, and did other damage to her top-hamper. In relating the circumstances of the wreck of this fire ship I shall allow Mr. Palmer, her first mate to use his own language.

NARRATIVE OF THE FIRST OFFICER.

At 9 o'clock on the evening of Wednesday, the 11th January, we sighted the Highland Lights, shortly after which, I think about 10 o'clock, we took on board a pilot

ward it. Yesterday it was ordered to a third reading | wind, until 2 o'clock in the merning. Wore ship and | at last caught asleep in his berth, and before he could use without a dissenting voice; but I understand that last | stood in again until to clock; we then hauled the main | his artiley explained him to read stark, and many dense and hid the lights on the close; at 6 a lock the weather was still forgy; on so a long we tend outselves in twelve fathom water, upon which the Filet ordered the helm up immediately, to wear her revid on the off shore tack, but in treating, she struck the beach when about helicway round. The fog was still so dense that we were ignoranted our whereabouts, but supported outselves on the outer har, on the clearing up of the lar, heaver, about helf was round. Beach. As soon as the ship struck, we chowed up the topsails, and cleaned away the beats, but the sea began to use, and the wind hiew a gale right on hors, so that we could not hunch them with any possibility of their riding through the breakers. The passergers were fearfully excited, and rushed into the starting up to the lock as a steep him of the first property, and then claim's range pell mell for their little property, and then claim's red his course of conduct was explained to them, and they were at length induced to go below, and wait until assistance could be obtained from the shore. By 8 o clock the son could be obtained from the shore. By so clock the soal was tunning at a fearful hight, and as each breaker dashed against the ship it litted her higher on to the beach, and in receding let her down with great force upon the sand. By these repeated shocks the spars and blocks aloft began to give way, and fall upon the deck, to the imminent danger of all who remained upon deck. In consequence, the plot ordered the maste to be ent away; the Captain thought it would be advisable to await a little longer, but unding that matters were only becoming still worse, he finally consented; and the weather rigging was a coordinately cut away; the next breaker again lifted the ship, and her force and main masts went by the board. The mixen was left standing, but as the main mast went by the board it carried away the main topmast and all its georing. This lightened the ship considerably, and the breaker carried her still nearest he shore. She continued to thump so teavily that no person could stand upon the deck, and the sea began to make a clean breach over her. Two surt boats had managed, at great peril, to get under our less into these we dropped a dezen passengers, and they returned to the shore, narrowly escaping being swamped. The sea had now become too rough for a boat to be able to rice through the breakers, and the shorement would not venture off again. The wind increased in fury, and the sea at length seemed absolutely ravenous for our destruction, as it each huge swelling toques of water over us and along our deck, licking toques of water over us and along our deck, licking top up every movable object that lay around, and aswept it off. Anon it would seem to grash in forming whiteness, and seethe and could be obtained from the shore. By so clock was running at a fearful hight, and as each breakobject that lay around, and lashing into exultant foam as it broke around, and swept it off. Anon it would seem to gnash in foaming whiteness, and seeke and boil and wallow all around us, in very madness at its impotency to compass our destruction. I tell you, Sir, it was grand and terrible. The fog be tween us and the shore had cleared up, and we could discover that the people, who had by this time assembled in consocrable numbers on the beach, were making preparation to get a hawser to us from the shore. Soon we could see them coming along from the Government Station, about a mile to the southward, dragging one of Francis's Metallic Life Boats, and a mortar and the Life Car. For such emergencies there is one of these Saxions situated at ten mile intervals, all along the shore. In each house there is wood ready set in the stove, and a snoply of fuel, together with blankets and every necessary for the cemfort of shipsyrecked people. And to afford them assistances in the store is the store of these Saxions with the store of the store of the store. Car. [For such emergencies there is one of these Sations situated of the mile intervals, ell along the shore. In each house there is wood ready set in the stove, and a supply of feel, together with blankets and every necessary for the cemfort of shipwrecked people. And to afford them assistance, one of Franci's Metallic Life Boats is kept apon a wheel frame, together with the Life Car, mortar, shot, howers, and other requisites for the rescue of the suip-wrecked] When our people saw the approach of these implements they began to be a little stouter hearted, and the women ceased to cry. About this time Capt. Cone descried the steamer Jamestown, from Norfolk, coming along through the fog, hailed her, and took a boat and four men and put off for her. At the time, I was not aware that he had left, but afterward I saw him get up the steamer's side, though he had considerable tossing afteut, and two or three times came near being swamped before he reached her. I did not see him or the men again that day, but he explained to me subsequently that he hoped to have got the steamer to come alongside and take off his passengers, failing in that he deemed it his next best course to come to the city, and get a steam tag to come down to their assistance. The people on shore had sow got ready their mortar, and after planting a huge state firmly in the sand, and made fast the hower to it, they fired a 25 pound shot over as about mid-ships. This shot had an eye in one side to which about a foot of couled wire is attached; to the wire a small rope is fastened; the mortar, was londed, and the shot put in and fired across our hows, and this time we sately handed the tawser, but the sirain broke it. Another shot was then fired across our hows, and this time we sately handed the hawser on board and secured it to the forward capitan and handed tant. Upon this hawser—about two inches in diameter, swinging as it was over the boiling surf and restless, hungry breakers—the whoie of the remaining passengers, hungry breakers—the whoie of th

exception of a few perforations which, while admitting the pure air, and letting out the foul, will not admit water. The time occupied in going between the ship and the pure air, and letting out the foat, with not anim water. The time occupied in going between the ship and the shore was about five minutes, and during each trip the car was frequently overturned in the breakers. The car used was one of Francis is metallic patent and performed its work admirably. About thirty persons were safely brought ashore by it, and the remainder, consisting of the crew and some ten of the male passengers, refused to work her any lenger, prefering to remain on board to working the car any longer that night, as darkness had come on and they were worn out with cold and long fasting and exposure. Myself and the Plot came ashore the last of all that came that night, and left the ship in charge of the second mata. It was about 5 o'clock when I left and no sooner had I got ashore than the crew, headed by Big Irish Tom, despising the authority of the mate in charge, broke into the cabin and stole a keg of whisky. With this prise they returned in triumph to the forecastle, and drank sheur selves drunk. They then returned to the cabin and breaking open the captain's state-room and mine, rified our returned in triumph to the forecastle, and drank menselves drunk. They then returned to the cabin and breaking open the captain's state-room and mine, rified our
trunks and scattered their contents upon the cabin floor,
where they were spoiled by the saltwater. Finding a keg
of runs they again returned to the forecastle, when Tom,
seizing an ax, swore he would henceforth be captain.
As all the lower decks were under water, the remaining
passengers were obliged to take refuge with the scamen
in the forecastle: the consequence was that as soon as the
liquor began to have its effect, the crowded forecastle became a perfect pandemonium. The wild roar of the sarf,
as it rolled over the beach and dashed against the ship,
became broken with the rioting of the bacchanals; and
soon the whele party became quarrelsome; and the head
fellow, Irish Tom, before alluced to, began the fight by
attacking a Dutch sailor; this brought another Dutchman
to his assistance, and the fight became general; flats,
boots, knives, hammers, belaying pins, handspikes and
marling spikes, were freely handled. The fight continued
for a long time, without the second mate being able to
exert any effectual check upon their proceedings. At
length Irish Tom, the leader, becoming exhausted, fell
sakep. One of the passengers clambered down the hawser, from the ship, and after repeated blows from the surf,
the at length fell off, and was washed up by the breakers
within reach of the men on the shore."

Here the mate's narrative closes, but I learn from Mr.

Here the mate's narrative closes, but I learn from Mr. Wardle, the master of the Help Station, that the man who came ashere in the night, said they were murdering each other on board, and he thought the difference between drowning and having his skull beaten in was so small, that he determined at last to try for his life.

Mr. Wardle attempted to get on board that night, but found it impracticable. In the morning the sea had somewhat subsided, and a boat was at length got under her lee People went on board, and found two persons lying pertly senseless, and badly wounded, while all on board bore preminent marks of the terrible affray of the night previous. The two persons most injured were the two German seamen, one of whom was named Harry Wilson, and the other George Chambers. They were both taken ashore, and attended by Drs. Vanderveer and Throckmorton. The man named Wilson had sustained a severe fracture of the skull, and a number of deep wounds on the scalp, and a broken hand. It was a wender that he did not die from less of blood, as when he was found in the morning his blanket was entirely saturated with blood, which flowed from a lacerated artery. The secend man, Chambers, was badly wounded about the head. and had a thumb on one hand, and a finger on the other, nearly bitten off. These two persons were only restored to consciousness by the most vigorous remedies, and for some time their lives trembled in the balance. They are now out

The author of all this mischief was, after several at tempts, finally arrested and lodged in Freehold Jail. He was a tall powerful fellow, and gave the officers much tionble; they made several attempts to take him, but he by the rule of the senate acopical last week, we done and plact is set apart for the consideration of executive business.

The Bill for the Promotion of hiedical Science came up for a third reading in the Senate this morning, and for the for a third reading in the Senate this morning, and for the first time this readen there was an opposition evinced to be then braced up sharp and stood off shore, on the first time this readen there was an opposition evinced to be the shore for about half an hour, under drive them all back with an az, and as all the other sea men and pessengers had left the ship, he swere he would be then braced up sharp and stood off shore, on the first time this readen there was an opposition evinced to

his ex they captured him.

But to resume: the passengers, after landing were re-

coved into the different dwelling houses along the shore, and kindly cared for. Their case was a very unfortunate one—they were but poor at the best, and by the wrock they lost all their little property. On Friday morning nearly all of them went up to the city, together with the crew, on the eteem trg Titen.

The ship is newlying a little on her larboard side, deeply become in the sand. Her head quarters on the shore, and her how is in about three feet of water at ebb tide. The seg flowed in and out through her storn, and choked up her cakins and s corage with sand. As she has listed off the shere her larboard side is nearly submerged at high water. On receiving the intelligence on Thursday from her

Ceptain, her consignees, Messra Eagle & Hazard, seat down the Titan with a steam pump to her relief. The pump was got on board, and the ship placed under the command of Captain Ellis, wreck master of the Atlantic Insurance Company. He obtained twelve riggers from New-York, and about there five of the coast fishermen, and tried to pump her out. Finding this impracticable until the stern was boarded up, he set a gang of carpenters to work, and ther have nearly completed the task of battening up the breten stern by planking and sail-cloth.

I went on board her yesterday afternoon; she appears but little strained; her knees were all close up, and the only signs of starting were in two or three of the planks of her spardeck. In its fall, the main mast, which enapped off below the deck, broke two of the beams of the spar-deck amichips. The cabins and all the fine work about her have been knocked to pieces, and the debrie is floating about inside in the water on the larboard side. While the sterr has been repairing Capt Eliis has not been idle. Rigging a pair of shears, he has been busy breaking out the eargo and getting it into lighters. The following cargo has dready been sent off to the City: 33 casks, 289 cases, 50 biles, 16 crates, 34 sacks salt. As no lighter was at hand on Tuesday afternoon, 68 cases were landed on the beach in surf beats and taken during the night to the Ocean House. Mest of the above goods are more or less damaged by the

The wreckers who are employed in this perilous avocation of assisting stranded ships receive only 82 per day for risking their lives and working in the water from sunrise to sunset. After sunset on Tuesday, I returned to old Captain West's house at Long Branch, and got into convariation with some of the old Solons of the place; and such tales of shipwreck and disaster as they spun off I have rarely heard before I learned the full and authentic acblackened remains of whose hull I had observed as I passed the inlet at Sandy Hook. Then they told me of the Henry Clay, which went ashore in 1846, and lost 18 of her passengers by drowning. Next followed the Minturn, Western World, and a host of others. We sat around the fire for several hours in this gossiping fashion, and many a tale I beard of shipwrenk, disaster and death

Not long since a Southern bark came ashore here in a sterm and went to pieces, and the Captain, after vainly at-tempting to save his wife and child, saw them snatched from beneath his very feet by a huge breaker, and carried out into the under tow. In February, 1846, there were no less then seven wrecks on this beach at one time. Such are the dangers of Long Island Shoals. But there is some times matter for fun even here. Mr. Wardle, the present Government officer here, succeeded to the post so long and honorably fifted by his father, the old Major. Like his son, the old Major was below the medium size. One day a Portuguese ship got ashore, and the old Major came down to perform his daties. He went alongsde, and told them to lower a rope, as he wished to come on board. After some demarring, the Captain told him he might come himself, but he would let no more; it seems he was afreid of them. The old Major went up the side, and the Captain, looking at him, from head to foot, said if they were all of his size they might come aboard right off. Immediately following the Major was a big six feet two fellow, and broad in proportion. When he presented himself, the captain thought he had quite enough aboard for that time. Talking of great men, this place is rather prolific in men of breadth and bottom: I have seen quite a number who are full six feet in hight

and two and a half in diameter. But as I have for the present exceeded my limits of time and space, I must reluctantly close my letter and acquaintance with Long Branch and its hospitality until the sum-

P. S.—In passing near the wreck just now, I see the men have been compelled to leave the ship, as it has come on to blow quite strong. The only chance of saving her is a continname of fair weather. It is thought that two or three planks which were washed ashore this morning, are from her bottem. This can only be determined when the steam-pump

	NCISCO TESTIMONIAL. fund, Thos. Tileston, acknowle	doos
he following subscription	DH:	You
C H. Mareball		#150 25
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		50
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[By Telegraph.]

Boston, Wednesday, Jan. 18, 1854. The meeting of merchants to get up testimonials for the San Francisco rescuers, was held in the Exchange at 1 o'clock to day. R. B. Forbes presided. A Committee of fifteen was appointed and \$1,500 were collected on the spot. PHILADELPHIA, Wednesday, Jan. 18, 1854.

The merchants of this cky hold a meeting at noon, tomorrow, relative to the rescue of the passengers of the San

Collision - The steamboat Wordester, plying between New York and Fall River, ran into the steam-tug Deer yesterday morning, of Pier No. 3 East River, and completely disabled her by tearing away her guards, starting her deckplanks, &c.

SAILING OF THE GLASGOW -The Briffsh steamer Glasgow, Capt. Craig. left this post at 12 o'clock yesterday for Glasgow, with 104 passengers and a full cargo of flour, meal and provisions

HUBBICANE AT SEA-The packet ship Roscius, Capt. Porter, arrived yesterday morning from Liverpool, Dec. 15, hh 354 emigrants, all in good health. Dec. 19, lat. 50 10, leng. 14 40, while lying to under close reefed topsail, she experienced a severe hurricane from N.W., which blow away e maintopsail, and every other sail which was furled to the yards was blown to pieces. The mainten gallant mast was also blown away; sprung the head of the topmast and carried away the iron work of the lower and topsail yard. The remaining part of the passage encountered heavy weather, in which she stove bulwarks, skylights, boats, &co 8th inst, lat. 42, long. 65 40, saw and boarded the bark idas, of Thomsston, with all her masts gone, and everything attached. She was loaded with cotton and abandoned. She appeared to have been previously boarded, as everything was gone from her which was movable. The ship Irene, Massen, from Liverpool Dec. 14, with 55

passengers, experienced the same gale , lost close recfed fore-topsail, recfed foresail and fore-topmast staysail: the fore-topgallant-sail got loose and blew to pieces: lost stern seat, shipped a heavy sea which stove leeward house skylights, letting much water between decks; started water casks and damaged nearly all the passenger's provisions; the cargo between decks started, and it was three days before it was possible to secure it. The Irene had one death The ship R. C. Winthrop, 52 days from Havre, arrived

here yesterday. Had heavy weather, and one death on the The ship John Baring, arrived yesterday from Callao,

reports having experienced a succession of gales from the 9th to the 15th inst. with a tremendous sea. On the 9th nst was boarded by a wave which stove the bulwarks, ch off the main rail from fore to main rigging, and flooded the deck and cabin with water, the ship laboring heavily d the deck and cabin with water, the ship isboring heavily indicated again.

"The leng bout was then launched to the side, with "The leng bout was then launched to the side, with "The leng bout was then launched to the side, with "The leng bout was then launched to the side, with "The leng bout was then launched to the side, with "The leng bout was then launched to the side, with "The leng bout was then launched to the side, with unknown." and leaking freely.

from Newport, Wales, on the 23d ult ; during a gale from S. S. W., was struck by lightning, which sot the foremast on fire: a number of seamen were on the foreyard at the time, but fortunately none of them were injured.

THE KILBY AT BOSTON.

Regiment of United States artillery:
Sergeant dos. MacIntyre, Company K, Commissary Sorgeant on board the San Francisco.
Company A.—Corporal Charles Reed and Private Patrick Molley.

Company D-Isnac N. N. Sloeper, Patrick Lilly, Moses

Company H-Henry Flag.

Company I.—Henry Flide.
Company I.—Warren Adams, John Murphy, Wm. Kelly,
Jehn Lund, Condy Cunningham, Robert J. Boydon, John
Cavanagh, William Welsh, John Dwyer, and Frederick
to Portuguese, head cook of the San Francisco.
The Boston Transfer publishes the following narrative

by Capt. Low, of the batk Kilby:

On the 17th ell., at 10 o clock, A. M., while lying to in a heavy N. W. gale, saw a ship to the leeward, apparently dismacted; supposed her to be one of Collius' steamships, but at the time could render her no nesistance. At 343 P. M., set reafed forestail and were round for her. At 340 came under her lee-quarter, and lay to during the night.

night.
At 12, midnight, were ship and stood for her. At 4:30 on the 25th, came under her lee again, and Capt. Watkins, of the San Francisco, inlied to send a boat, which we did, and Capt. W came on board and had an interview with me in regard to which was the best way to proceed to save the lives of his passengers and get them on board of the Killy. seve the lives of his passengers and get them on board the Kilby. We commenced immediately to boat them on board the

We commenced immediately to boat inem on board the K. At moon, took a small hawer from the stramship, in order to expedite the working of the boats. Worked until derk, having taken off 160, when the wind becausing up from the castward, lost the life boat. At night lost sight of the steamship, and after a fruitless search of two and a half day, proceeded on the passage for the first port. From Jan. 1 to Jan. 12, after leaving the steamship, had heavy north-west gales; lost sails and became leaky; was ther of provisions, water, &c. and found it impossi-

had heavy north west gales; lost sails and became looky; was short of provisions, water, &c., and found it impossi-

was short of provisions, water, &c., and found it impossible to get into port.

On the 13th, at 6 A. M., lat, 41 18, lat, 72 10 W., spoke ship Lacy Thompson, Captain Pendleton, from Liverpool for New-York, when Capt. Fremont, U. S. A., went on board of her, and contracted with Capt. P. to transfer a portion of the troops on board, as we were in an exceedingly crowded state, and suffering for want of provisions and water. Accordingly about 15c were got on board the L. T., and carried to New York. Capt. Low was also indebted to Capt. Fundleton for a supply of sails and provisions, which they very much needed at the fine.

At 10 o'clock, on Friday night last, Highland Lights W. by S., 18 miles, wind veering to the westward, thence to W. N. W., the bark being light, could not head on, and was blown 30 miles to the easward of Barnegat, where the steamship City of New York, Capt. Matthews, from Philadelphia for Hoston, hove in sight, and bore down for the bark. At 10 A. M., took me in tow for Boston. Capt. Matthews, of the City of New-York, showed every attention to the wants of the passengers. Sergeant McIntire conducted himself in an exceedingly creditable manner while on board the Kilby.

The Traceller adds: The Exchange Reading Room was kept open during the whole of the night, is order to telegraph the bark on her arrival below, which they did at

While on board the Kinds.

The Traceller adds: The Exchange Reading Room was kept open during the whole of the night, is order to telegraph the bark on her arrival below, which they did at about 4 o'clock this morning; and on her arrival at the wharf at 54 o'clock, Madame Besse, Mr. Falcon, and C. W. Albrao and wife, were taken to the Tremont House. After it had become known that they had arrived, several ladies and gentlemen visited them, for the purpose of congratulating them on their secape and rendering them all the assistance in their power.

The seventeen soldiers were taken to the United States recruiting rooms, Merrimack st., where their wants were amply provided for, and at about 124 o'clock, they proceeded to Governor's Island, in a steamer. These poor fellows have had a very hard time of it, and some of them came near succumbing to the tatigue and deprivation of food and sleep consequent upon the disaster. After severesi days of severe labor on board the San Francisco, they were transferred to the bark Kilby, which, unfortunately, was in a poor condition to receive so large an accession to her numbers. Having almost miraculously escaped death in the trans

Having almost miraculously escaped death in the transfer, the near passengers in the Kilby found themselves huddled together in heaps, exposed to the inclemency of the weather; and though Captain Low did everything possible for their comfort, their situation was weethed in the extreme. The vessel was leaky and had hardly any sails. It was necessary for the passengers to man the pumps by turns, added to which their food was only a little reasted corn, with a quarter of a tumbler of water each. The corn they would pound up, and sometimes, in lieu of fresh, add sail water. Had it not been for copious rains, which everything available was set to catch, many of their number must inevitably have died from thirst.

At one time there was a fall of snow, which was accoped up as it fell by such as could reach the deck and eagerly swallowed. This state of things continued for thirteen days, until as some expressed it, they had scarcely a care for their lives, when they spoke the ship Lacy Thompson, who relieved the Kilby of the larger part of them. Still their troubles were not at an end. Their vessel, for want of sails, was hardly manageable, and it was not until they spoke the steamer City of New York that their confidence in again reaching the land was fully restored.

Capt. Low has received the congratulations of many merchants and others since his arrival. He has had a long, rough and perilous voyage, irrespective of his eventful connection with the San Francisco. Neither personal senferings nor the crippled condition of his own vessel, however, provented him from extending a ready and cheerful hand of help to others. He promptly disregarded all personal considerations, and perilod his life even at the cry of distress which fortunately reached his ears from the San Francisco; and by almost superhuman exertions succeeded in rescuing more than a hundred of the passengers of that ill-fated skip. Nor did his benevolent efforts cease there.

here.

Though blown off during the night after he had received these passengers on board, he continued for two
days in search of the sinking steamer, that he might increase his precious cargo; till circumstances beyond human control compelled him to abandon his generous purpose. Notwithstanding all the hardships which he and
his crew have endured, we are happy to state that they
are all in good health.

WRECK OF THE STAFFORDSHIRE-ACCOUNT BY THE MATE.

We have already given the leading facts of this disas-freus wreck and loss of life. We find in The Boston Jour-

mel the following interesting details:

Mr. Alden, the first mate of the ill-fated ship Staffordshire, reached this city by railroad Monday evening, having traveled the entire distance from Barrington to Waterville by stage—most of the way through snow drifts, and

ing traveled the entire distinction. Data how drifts, and expensed to great suffering by the cold. One of his feet and one hand were frest bidden.

Mr. Alden has furnished the following authentic statement of the loss of this splendid ship. It will be read with deep

of the loss of this splendid sinp. It will be read with deep interest:

On the 23d day of December, in a tremendous gale of wind, twisted the rudder head, and secured it with chairs as well as we could. Rigged a temporary tiller outside the ship, and with it managed to proceed pretty comfortably till Wednesday morning, at 4 o clock, 28th, when in a gale, lost bowspirit, fore top must, fore yard, and everything forward, leaving the fore mast only standing. The wireck of spars in floating astern, carried away the temporary rudder with it. Captain Richardson went aloft after daylight, to examine the truss, to see if it were practicable to rig another fore yard, and in coming downhis foot slipped and he fell thirty five feet, and struck on his back, badly injuring his ancle and receiving other serious injury. I immediately, with assistance, bore him to his state-room, where he received the attention of Dr. Malony, ship's surgeon.

1 then cleared the wreck, and made all snug as possible, and prepared to get a new fore yard aloft. The rud-der then was perfectly useless; ship had no steerage way; worked all. Wednesday night, and succeeded in rigging other tiller in the cabin.
At 3 o clock A. M., Thursday, 29th, the wind was from

another tiller in the cabin.

"At 3 o clock A M., Thursday, 29th, the wind was from the eastward, heavy rain and blowing heavy. Run the ship all day Thursday on her course until 7 o clock, evening, the barometer being very low—28.46. Made all sang for the night. At 8 P. M. came on a hurricane from from west north-west.

"At that time, judged ourselves 35 to 40 miles south of Seal Island. Consulted with Capt. Richardson, (who was confined to his berth, who ordered the ship to be kept to the northward till 12 o clock, and then to wear ship. It was then the second mate's watch on deck, who was ordered to call me at 12 o clock. At ten minutes before 12 the second mate saw Seal Island Light, and immediately called me. I at once informed Capt. Richardson, who remarked that the current had set the ship in shore, and immediately ordered her to be wore round. This was done without less of time, and when coming up on the southern tack the ship struck. It was then blowing a tremendous gale of wind, with snow, and very thick. The ringing and decks were covered with ice. The ship struck several times, and then went off into deep water.

"I immediately sounded the pumps, and found fourteen inches. Informed Capt. Richardson, and set all hand at the pumps; sounded pums again in ten minutes, and found four time, in the hold. Got her head to the east-

inches. Informed Capt Richardson, and set all hand at the pumps; sounded pums again in ten simules, and found jour jets of water in the hold. Got her head to the eastward, by the Captain's orders, and intended to beach ker, In 20 minutes after the wheel ropes parted, and she came up into the wind. Then all chances of saving the ship were lost, and measures were taken to save the lives. The fourth mate—Stephenson—previous to this, had left the ship with nine saiors, and one woman passenger, in one of the quarter boats. The other quarter hoat was swamped in laugable, and was immediately cut away to laughe the the quarter boats. The other quarter boat was swamped in lumbing, and was immediately cut away to launch the other boats. Got the small life boat out—at that time the ship settling fast, and sea coming in over both rails. Told them to launch this boat and save what they could—and nine or ten renched the shore in her, after having two planks stove while alongside the ship, before they could get clear. None of the mates were in this boat. The small boat was immediately put upon the starboard davits, and was instantaneously filled with people; in lowering her to the water, she stove a hole to her, and she was housted no action.

second mate, jumped into her. While they were launching her, I went into the cabin for the third time to en faurer to save Capt. Elichardson, and told him that all hoost of saving the sup were gone—but lower had being fall, and THE KILBY AT BOSTON.

Our telegraphic dispatches from Boston yesterday mentioned the arrival of the back Kilby at that port, with the strip was so it are here that she would strike before she could go down. There said, it is impossible, for she will fine a very four minutes. The captain cause or st. 22cm, if I cm to be lost, God's will be done? which were

tiened the arrival of the back Kilby at that port, with the remainder of the passengers resused from the San Francisco. These passengers were Mr. Falcon, the Brazilian Consul, Madame Besse and servant; Mr. and Mrs. C. W. Alkino; and the following named soldiers of the Talrid Regiment of United States artillery:

Sergeant Jos. MacIntyre, Company K. Commissary Sergeant on board the San Francisco.

Company A—Corporal Charles Reed and Private Patrick Molley.

N. S. Shanes Reed and Private Patrick Molley. chip and lights for about freenty minners, and then all was darkness. We shipped a sea which filled the boat half fell of water. Keit her off before the wind and sea till she was bailed out; then came up to the wind and remained till day light, thinking to save lives, if any ware still above water. Not a strake was pulled till day light, when nothing was in sight. We tail still another hour, when we discovered land. We pulled for it, and landed in about ten hours after leaving the ship, all exhausted, and more or less frost bitter.

"The other two heats had landed about four hours provious. We were about nine sailes from Barrington, on a

"The other two beats had landed about four hours provious. We were about time unless from Barrington, on a small bland entited Sable Island. We were very hin hy treated by the fishermen and their wives, and next day I preceded to Barrington.

"Before leaving Barrington for Halifax, I went back to where we landed to see that the crew were provided for, and found that parts of the wreck had drifted ashere—the cabin work, houses on upper deck, &c. I left the crew and five passungers who were saved as comfortable as circumstances would allow, and proceeded to Halifax, these to St. John, where I missed the steamer about five hours. I then came on to Waterville by stage, and took the cars there for Boston."

Mr. Alden gives the following as those saved so far as Mr. Alden gives the following as those saved so far as

In Long Boot-Mate, Joseph B. Alden; 2d do., A. T. Leet: boy, John Cobbs, cook named Kelley; one passanger O Brien; and nine others

In Quarter Houst 4th mate, Mr. Stephenson; boy,
Stephen G. Withington; woman passenger, Jane \_\_\_\_;

Stehen G. Withington: woman passenger, Jane——; and seven others.

In 16th Boot—Nine snilors.

In Jelly Boot—3d mate, Mr. Mergan; sailor, Daniel O'Nell; and twelve others.

In zelly Boot—3d mate, Mr. Mergan; sailor, Daniel O'Nell; and twelve others.

In addition to the above we learn from Mr. Alden that Capt. Elchardson, previous to the ship's sinking, had been removed from his berth, and was placed on a mattress on the cabit table. He did not consider himself very seriously injured, and up to the time of the disaster was in good spirits. In reply to a remark by the mate, he said: "We shall be in by New Year's day."

Mr. Alden says that his ankle was much dislocated and swoller, and was very sore; and he also complained of soreness in his back. Dr. Maloney, the ship's surgeon, was unremitting in his attentions to Capt. Richardson, as was also the stewarders. Both of these were lost. The Dr. was standing in the cabin door when Mr. Alden jumped from the sinking wreck into the boat. He belonged to Dublin, and was a skillful physician and surgeon, and a very excellent man.

geon, and a very excellent man.

The passengers generally did not realize the danger they were in, but expected that the ship would be ran on shore and they would escape. The women dressed themselves to that, putting on their best bonnets and other apparel. Of the lost, Dr. Mullouey, the surgeon, the stawardess, and thirteen of the crew, are all that are known. The remainder were emigrants, mostly the poorer class

LOSS OF AN EAST INDIAMAN. We find the following facts in The Boston Journal of

We find the following facts in The Boston Sournal of Wednesday:

The ship Tem O Shanter, of New Haven, Capt. Soule, which sailed from Calcutta, Sept. 18, for Boston, was abandoned at sea on the 28th of December, with fifees feet of water in her hold. Three of the crew were plaked up and carried into Charleston, 14th inst., and thirteen others are on board the ship Wellileet, from Boston for New Orleans. Capt. Soule and Messrs. George Lee and Francis Rollins, of Boston, passengers, are on board the schooner Fides, from Boston for Port-au-Prince. Those on board the latter vessel are expected to be landed at on board the latter vessel are expected to be landed at Bermuda.

[By Telegraph.]
Bostos, Wednesday, Jan. 18—P. M.
The lost ship Tam O Shanter, from Calcutta, was owned by Mr. Soule of New-Haven and was commanded by his

nephew. The amount of insurance is not yet ascertained.

The Tam O Shanter was insured in this city to the extent of about \$140,000. The following companies are among the losers: Merchants', \$30,000; Alliance Mutual, \$25,000 Washington, \$15,000; Boston, \$12,500; Neptune, \$12,500; Hope, \$10 500; Boylston, \$6,000; Mcreantile, \$5,000; Suf

flope, \$10.000; Boylason, \$0.000.

The ship Southampton, from New-York for Lendon, before reported at anchor below, short of able seamen, was towed up to the city this evening.

THE SHIP CONSTITUTION, OF NEWBURYPORT. The reported loss of the ship Constitution, from this port for Havre, has caused a good deal of unensiness in Uticatwo gentlemen well known in that city, being passengers on board, Dr. Churchill, son of A. Churchill, Esq., and Dr. Kelly. A relative of Dr. Churchill being in this city when the reported loss of the ship was received, called on board the Bellona and reports the result to his friend in Utica.

the Bellona and reports the result to his friend in Cuca. He says:

I called on Mr. Liviugston, the agent, but found he had no further information. I then went on board the Belgian ship Bellona, which brings the only report yet received.

On the lat of Jan. inst., at 10 A. M., saw the ship Constitution, lying on her side, water logged, her masts gone, and no one on board, and no signals of course given. The mate of the Bellona, Mr. DePappe, who gave me this account, was in the topmast with a glass and within a dozen rode of the wrock. He saw all the letters of her name, and says distinctly she was coppored, and was a large, fine ship. The sea was not very rough at the time, but they had frequent squalls. They saw no ships for two or three days before or after the lat, but about the 4th saw the masts of another wreck.

days before or after the lst, but about the 4th saw the masts of snother wreck.

The latitude of the wreck of the Constitution was about 30 deg. N. and longlude 70 W. This would be about 400 miles East of Sandy Hook. I did not see the Captain of the Bellona, who was not on board. The mate does not speak very good English but appears intelligent.

Mr. Livingston, the agent, says the Constitution was not compered, but she was painted green on her bottom. This fact furnishes the only ground for doubting the identity of the wreck. But the paint might easily be mistaken for copper, which was in fact done by persons here, before her sailing.

her sailing.

Mr. Livingston thinks that as no one was on board the wreck, and as the captain and crew would not leave her for the open sea, while she was whole, they must have been taken off by some other vessel, which seems reason-

The steamer Asia left this port the day after the Consti-

The steamer Asia left this port the day after the Constitution, and may have taken the crew and passengers off,
if the accident happened before she passed. The storm
took place, I believe, the day after she sailed.
I do not wish unnecessarily to alarm you, but it seemed
to me important to lay these facts before you.

We add a list of the passengers and crew of the ship:
Cobn Parsengers—Mr. Jiangston, Mr. Churchill, Mr. Kelly,
Steenge Fussengers—Mr. Jiangston, Mr. Churchill, Mr. Kelly,
Steenge Fussengers—Mr. Jiangston, Mr. Churchill, Mr. Rolly,
Steenge Fussengers—Mr. Jiangston, Mr. Churchill, Mr. Rolly,
Steenge Fussengers—Mr. Jiangston, Mr. Churchill, Mr. Rossell, Mr.
Denic, Mr. V Gendrum, Mr. H. Heteman, Mr. A. Economia, Mr.
News of the Crew. F. W. Taklery, of Becomy J. H. Simson,
New-York, John J. Dewar, New-York, John Coomba, Penneyivania; Wm. McDermott, Georgia; John Peters, Denmark, J. Robertson, New York; Christopher Dreige, Virginis; Samuel Rassell, Boston; James Mchride, Belfast, Mr. S. S. Lawson, Banor, Me;
Stephen Mongor, England; Henry Raevez, Connt W. L. Johnson,
Cenn, George Brown, New-York; W. H. Wala, Paniadajana Jas.
McPherson, Boston: H. W. Goopen, New Orreans; Peter Colman,
New York; R. Ellery, Eastport, Ma; John Wilson, Norway, Haas
Muller, Sweden; John Downing, Pravidence.
She also carried two matters, whose names are not reported.

ported.

The identity of the Constitution, of Newburyport, with the wreck fallen in with, is doubted by one of the owners, from the fact of her having joined hands carved on her catheads, instead of a star, as described by the Bellona.

ANOTHER RAILROAD ACCIDENT.

ENGINEER BADLY INJURED. The Accommodation train on the New Haven Railroad, which left this City yesterday morning at 7 o'clock, ran off the switch near the Westport station, about 60 miles from

New York, precipitating the engine and tender down an embankment fifteen feet high. The engineer, Mr. A. Hurd, and the fireman, Mr. John Cassidy, went down the embank ment with the engine. Mr. Cassidy escaped with some slight bruises, but Mr. Hurd was badly bruised, besides being somewhat scalded by the steam from the boiler. His njuries, however, are not considered dangerous.

The engine was turned over on its side, among trees and bushes, and the engineer, when assistance arrived, was found with his arm caught under the boiler, in such a manner as to render it necessary to dig away the earth from around him before he could be extricated. The tender was considerably broken up, but the engine was not materially The train was going very slow at the time, as it had been

broke up for the purpose of stopping at the Station; otherwise the occurrence must inevitably have been a very serious one. As it was, some of the passenger cars would probably have gone down the embankment, with fearful consequences, had it not been for the fact that the coupling between the tender and baggage car broke, thus taking away from the train the strength of the engine.

The express train, which came on soon after the accident, took the passengers and mail on to New-Haven. The accident is attributable to the miscouduct of the ewitchman, who in violation of explicit instructions, had

left his duties in charge of another person, who was unaccustomed to the business, and had placed the switch in a rong position. On searching for the switchman soon after the accident, it was found that he had left for "parts